

Intimations.

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully intimated that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS to be sent to the Head Office, No. 14, Prince Street, will receive prompt attention.
In the event of Complaints being found necessary, Continuation with the Under-Engineer is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1483

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Pingyong*, J. O. Jacques, Commander, will be despatched as above TO-MORROW, the 6th Instant, at 4 p.m.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, June 5, 1891. 1138

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Edwin*, Captain Davis, will be despatched for the above Ports on SUNDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, June 5, 1891. 1139

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR HAIKONG (DIRECT).

The Co.'s Steamship *Haiphong*, Captain Bousquet, will be despatched for the above Port on MONDAY, the 8th June, at Noon.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, June 5, 1891. 1110

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Arcturion*, Capt. E. B. Barrett, will be despatched as above on TUESDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 5, 1891. 1099

FOR YOKOHAMA AND KOBE.
The Steamship *Madras*, E. Porter, Commander, will be despatched for the above Ports about TUESDAY, the 9th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 5, 1891. 1131

SHIRE LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA, VIA INLAND SEA.

The Steamship *Cardigan*, Capt. Jenkins, will be despatched as above on or about the 11th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 5, 1891. 1086

FOR NEW YORK.
The 3/4 A.L.I. American Ship *P. N. Hancock*, Captain N. W. Barnard, will be despatched as above on or about the 11th Instant.

For Freight, apply to
SIEMSEN & Co.,
Agents.
Hongkong, June 5, 1891. 1135

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.

FROM GLASGOW, LONDON, LIVERPOOL AND STRAITS.

THE Company's Steamship *Pingyong*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their respective Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Under-Engineer before Noon on the 12th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst., at 4 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th Inst. will be subject to risk.

Optional Cargo will be forwarded under 10 a.m. To-morrow.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, June 5, 1891. 1139

To-day's Advertisements.

"SHIRE" LINE.
THE Under-Engineer has this Day been appointed AGENTS for the above Line of Steamers in Hongkong and China.

DODWELL, CARLILL & Co.,
Hongkong, June 5, 1891. 1137

"ST. GEORGE'S."
A SOUND BREAKFAST OLIVET at \$2.00 a doz.
\$0.25 allowance for 1 doz. Empty Bottles RETURNED.

O. GIRAULT
(Late GIRAULT FRERES),
No. 8, Queen's Road.
Hongkong, June 5, 1891. 1134

BRICK & CEMENT COMPANY, LIMITED.
FINAL NOTICE.

NOTICE is hereby given to the HOLDERS of SHARES in the above Company bearing the following Numbers: Nos. 3571 to 3575 and 1001 to 1005, on which the Calls of \$1.00 per Share due March 3rd, 1890, and the Calls of \$3.00 per Share due February 5th, 1891, are still unpaid, that unless the said Calls and the Amount of INTEREST at the Rate of 8% per annum from date due, and all expenses be PAID at the Company's Office, Bank Buildings, Queen's Road, Victoria, Hongkong, on or before the 20th of June, 1891, the said Shares will be dealt with by the Directors in accordance with the Articles of Association.

W. H. WALKER,
Secretary.
Hongkong, June 5, 1891. 1133

NOTICE TO CONSIGNEES.
FROM CALOUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company's Godowns, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 11th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed that all Claims must be made before the departure of the Steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, June 5, 1891. 1139

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADOLF OHLG, American barque, Capt. F. Carleton;—Bouvier, Brockmann & Co. CAMLUSON, British ship, Captain B. Carleton;—Russell & Co.

OMEGA, British barque, Captain A. V. Brown;—Mastor.

VELOCITY, British barque, Captain R. Martin;—Chinn.

"LEMOINE" NATURAL CHAMPAGNE.
(WITHOUT LIQUEUR).
AWARDED PRIZE MEDAL, PARIS, 1889.

THE SPECIAL FEATURES of this Pure CHAMPAGNE are:

1st.—It is entirely free from the usual sugar, alcohol, etc., consequently it is fresher, cleaner, more wholesome than the LIQUEURED Champagnes.

2nd.—Its DELICACY, due to the first production only of the grapes being used; the later pressings make the wine rough and tart, and necessitate the use of liquor.

3rd.—Its NATURAL DRYNESS, which is not aggressive, making it more palatable than any other.

4th.—Its Liquor, being added, the process of fermentation is very rapidly effected, so avoiding the large loss of carbonic acid gas—the most valuable property of Champagne.

Champagne should always be drunk cold; but to half freeze a light delicate wine by putting it in an ice-bath for the best part of an hour, is to destroy all its fine vinous properties.

In former years, when heavily Liqueured Champagnes were alone obtainable, a good French wine was necessary to hide the numerous sweetness of a ten per cent. dose of sugar, candy and alcohol; but consumers now demand a wine free from un-natural sweetness or alcohol—a sparkling vintage which can be taken freely at luncheon or dinner, and which will improve, rather than destroy, the appetite.

Price per case 96, \$22.00, plus \$23.00.
DAKIN BROTHERS OF CHINA, Ltd.
Sole Agents for China.

SHIPPING.
ARRIVALS.
June 4, 1891—
Cabrera, British barque, 1,350, J. Douglas, New York January 23, Koroine Oil;—Russell & Co.

June 5—
Rivierdale, British str., 1,311, J. Mooney, Nagasaki May 30, Oal.—Mitsui Bussan.

Prer, Danish steamer, 397, L. O. Strand, Pakhoi June 2, and Holloir 4, General.—Arnhold, KARBURG & Co.

Business Notices.

PINAUD'S PERFUMERY.
JUST RECEIVED FROM PARIS.

ESSENCE LILAC, WATER ROSE, VIOLET, JOCKEY CLUB, MIGNONNETTE, JOUQUELLE, FAVORITE, BORCHETTO, IKORA, AIDA, &c., &c. QUADRUPLE EXTRACT.

PINAUD'S SOAPS.
VIOLET, IKORA, OPOPONAX, BRASA DE LAS PAMPAS, &c.
PINAUD'S EAU DE QUININE.
EAU DE TOILETTE, EAU DE COLOGNE, COSMETIQUES, &c.

Hongkong Trading Company, Ltd.
SHARE LIST—QUOTATIONS—JUNE 5, 1891.

Stocks	No. of Shares	Value	Paid up	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	108 1/2 pm.
New Issue	20,000	\$ 125	a	101 1/2, prem. nom.
Bank of China, Japan and Straits	99,875	\$ 10	1 1/2	\$104, sellers
Bank of China, Ltd.	1,250,000	\$ 10	1 1/2	\$104, buyers
Bank of Communications	10,000	\$ 25	5	\$115, ex dividend
China Insurance Co., Ltd.	24,000	\$ 55	35	\$103, sellers
China Insurance Co., Ltd.	80,000	\$ 100	2 1/2	\$104, nominal
North-China Insurance Co., Ltd.	5,000	\$ 20	2	\$104, sales
Straits Insurance Co., Ltd.	30,000	\$ 10	2	\$104
Union Insurance Society Co., Ltd.	10,000	\$ 250	10	\$105, sales
Yonghe Insurance Association, Ltd.	8,000	\$ 100	1	\$104
China Fire Insurance Co., Ltd.	20,000	\$ 100	2	\$104
Hongkong Fire Insurance Co., Ltd.	5,000	\$ 250	5	\$102, buyers
Straits Fire Insurance Co., Ltd.	20,000	\$ 10	2	\$104
VIRE and MARINE INSURANCE	40,000	\$ 10	1	\$ 99
Singapore Insurance Co., Ltd.	12,500	\$ 125	a	103 1/2 pm.
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$ 125	a	103 1/2 pm.
China and Manilla S. S. Co., Ltd.	3,500	\$ 50	all	\$120
Douglas Steamship Co., Ltd.	20,000	\$ 50	all	\$103, sales
H. K. and M. Steamship Co., Ltd.	80,000	\$ 100	2 1/2	\$104, sales
Indo-China S. S. Co., Ltd.	60,000	\$ 10	all	\$104, dis.
Steam Launch Company, Limited	2,000	\$ 50	50	\$104, buyers
China Sugar Company, Limited	15,000	\$ 100	all	\$101
Latson Sugar Company, Limited	7,000	\$ 10	all	\$86
WHARVES				
H. K. & Kow. Wharf & Godown Co., Ltd.	20,000	\$ 50	a	\$83, sales
LAND AND BUILDING				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	50	\$104
Kowloon Land and Building Company, Limited	6,000	\$ 50	50	\$104, sales
Peak Building Company, Limited	1,000	\$ 10	all	\$104
Richmond Terrace Building Co., Ltd.	1,000	\$ 10	all	\$104
Shanghai Land Company, Limited	12,500	\$ 5	5	\$104
West Point Building Co., Limited	12,500	\$ 5	5	\$104
TRADING				
H. K. High-Level Tramways Co., Ltd.	1,200	\$ 10	all	\$80
Mining				
Jelaba Mining & Trading Co., Ltd.	4,500	\$ 5	all	\$1.80
Panama & Sanguine Dues Samant Co., Ltd.	50,000	\$ 10	a	\$44
Selama Tin Mining Company, Limited	11,500	\$ 5	5	\$81
Selama Tin Mining Company, Limited	25,000	\$ 5	5	\$82
Société Française des Charbonnages du Tonkin	8,000	\$ 50	50	\$350
The Balaclava Gold Mining Co., Ltd.	15,000	\$ 10	all	\$8
Insurance				
PLANTING, &c.				
China-Borneo Company, Limited	7,500	\$ 10	5	\$517, cash
Latuk Planting Co., Limited	5,000	\$ 5	5	\$525, sales and buyers
A. G. Brown & Co., Limited	6,000	\$ 50	all	\$61, buyers
HONGKONG HOTELS				
Austria Hotel and Building Company, Limited	4,000	\$ 5	5	\$50, \$12
Hongkong Hotel Company, Ltd.	6,000	\$ 5	a	\$80
Peak Hotel and Trading Co., Limited	4,000	\$ 5	a	\$510
Borneo Hotel and Stores Co., Ltd.	1,000	\$ 5	a	\$10
Shamson Hotel & Land Co., Ltd.	5,000	\$ 20	10	\$8, nom.
DISPENSARIES				
A. S. Watson & Co., Limited	50,000	\$ 1	a	\$20, sales
Crischank & Co., Limited	1,000	\$ 5	a	\$10, nom.
LIGHTING				
H. K. and China Gas Co., Limited	5,100	\$ 10	all	\$13, sellers
New Shares	1,900	\$ 10	2	\$12, 7 1/2
Hongkong Electric Co., Limited	30,000	\$ 10	5	\$86
TRUCK AND WAREHOUSE				
Geon Island Co. Ltd.	20,000	\$ 50	all	\$19, cash
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 50	50	\$17, \$19
MISCELLANEOUS				
A. G. Gordon & Co., Limited	6,000	\$ 25	20	\$8
Campbell, Moore & Co., Limited	1,800	\$ 10	all	\$11
Co. Fenwick & Co., Limited	6,000	\$ 25	2	\$15, buyers
Hongkong Bank	50,000	\$ 10	all	\$12, cash
Hongkong Dairy Farm Co., Ltd.	3,000	\$ 5	5	\$10, cash
Hongkong Ice Company, Limited	5,000	\$ 2	all	\$10, sellers
China & Borneo Company, Ltd.	5,000	\$ 2	all	\$124
Manitoba Furniture Co., Ltd.	3,000	\$ 2	2	\$10, nominal
* Founder's shares				

DEPARTURES.
June 5—
Lancelot, for Saigon.
Thornfield, for Shanghai.
Rocking, for Swatow.
Hickson, for Swatow.
Hickson, for Singapore and Bombay.
Smith, for Swatow.

CLEARER.
Zafre, for Amoy and Manila.
Yikang, for Amoy and Manila.
Cheong Hye Tung, for Amoy.
Pier, for Swatow.
Tulian, for Kutchinow.
Rivierdale, for Nagasaki.
Nanyang, for Saigon.

PASSENGERS.
ARRIVED.
Per Frey, from Hongkong, 72 Chinese.
Per Peking, from Coast Ports, 50 Chinese.
Per Lightning, from Calcutta, &c. Mr and Mrs R. Nelson, Miss Rollins, Capt. G. Baker, Messrs R. S. Judah, E. A. Apoor, M. Y. Apoor, Weinberg, Moschinsky, and 42 Chinese.
Per Piquey, from Singapore, 219 Chinese.
Per Kiang Lee, from Shanghai, Mrs Knight, Miss Knight, Mrs Sampson, and 50 Chinese.
Per Peking, from Saigon, 50 Chinese.
Per Peking, from Saigon, 2 French Missionaries, 1 Lady, and 12 Chinese.

SHIPPING REPORTS.
The British steamer *Rivierdale* reports: Thick fog and rain throughout the passage. The British steamer *Peking* reports: Left Swatow 24th June, and experienced light S.W. winds and hazy to O.K.; from there for Amoy. Left Amoy 3rd, and experienced light S.W. winds and hazy to Swatow. Left Swatow 4th, and experienced light N.E. winds and overcast sky to arrival. Steamers in Swatow, Chefoo and Pakhoi.

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The British steamer *Lightning* reports: Left

Standing Orders so that he may bring forward his motion at this meeting.

Mr. Whitehead—I beg to move the suspension of the Standing Order.

Dr. Ho Kai seconded, and the motion was carried.

Mr. Whitehead—I beg now to move, your Excellency, that the Stock-brokers' Association be heard by their counsel on the second reading of the Bill entitled, "An Ordinance to amend the law relating to the sale of shares in companies registered under the Companies Ordinances 1885 and 1890 and in other joint-stock companies."

I would explain that my object in wishing the motion to be brought forward is to save time. If the Council will agree to permit the Stock-brokers' Association to be heard by their counsel it will enable them to give the necessary instructions and save time.

Dr. Ho Kai—I beg to second the resolution, and in doing so I must state my reasons for seconding. I think that when an ordinance of such an important nature is being passed it is well that the views of the Stock-brokers' Association should be heard and that discussion should be freely conducted. Although I second the resolution I do not wish it to be understood that my sympathy is with the resolution to the ordinance.

The Acting Colonial Secretary—As regards the motion of the hon. Member the usual rule is that it is only in regard to exceptional bills that counsel are heard; but in this case the Bill is of a general nature, and it is not a motion made, seconded and carried, but a motion made, seconded and carried, and it is not a motion made, seconded and carried, but a motion made, seconded and carried.

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order to carry it out the present Bill would have to be dropped and a delay of two or three months would be caused.

Mr. Whitehead—I beg to move the suspension of the Standing Order.

Dr. Ho Kai seconded, and the motion was carried.

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Stock they are dealing in, thereby either

ruining or causing heavy losses to those

who have bought, and injuring the Stock

by depreciating it without any good reason

for so doing, and this is done by speculators

who have no interest in the Stock.

If only the regular or what I would call

professional gamblers or speculators were

ruined, it would not be such a public

matter as it is at present, but a great many

young men and others who have some

money to risk are induced to buy shares

for future dates on fair promises trusting

that they will be fairly dealt with, and

afterwards find that they are exposed to

losses which are not far removed from being

criminal. There is no doubt that the evil

is very great and that it should be stopped

if possible—the recent cases of embezzlement

by bank clerks and others which have

been untraveled at the Criminal

Sessions had no doubt their origin in

excessive and rash speculations in shares.

The proposed law would not in any

way interfere with legitimate business or

speculation but it would be a great

benefit to the public and to the Colony

and it should be passed without delay.

From what I have seen and learnt as

Official Assessor, I can state that there is a

very great amount of selling and buying

shares which is not bona fide or legitimate

speculation but is a mere game of chance

and I should be glad to see the proposed

law enacted. The argument that because

the law does not exist in England it should

not be enacted here cannot, I submit, be

seriously maintained as the circumstances

are entirely different here, and the law

greatly from that of England and afford

scope and opportunity for practices which

it would be useless to attempt to

prevent. I am sure that the law

will be passed without delay.

It is in my opinion the only serious

objection against this Bill.

Edw. J. ACKROYD,
Acting Attorney General.

that it will be found possible to carry out

the strong recommendations of the Un-

official Members of the Council, (in en-

closure 8) to despatch under acknowledgment

and to reduce the estimated cost of

these works, and before committing the

Colony to the proposed expenditure, I

request you to furnish me with a special

report as to the possibility of some appreciable

reduction in regard to the

works, and before committing the

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reduction in regard to the

works, and before committing the

Colony to the proposed expenditure, I

\$2,500 had been collected. His Excellency

Sir William Des Voeux at the prize-giving

at the Home in March offered to contribute

the last hundred of the sum required, on

condition that the remainder—between 5

and 7 hundred dollars—should be raised

within a reasonable time. The offer soon

brought a magnificent gift of \$500. The

Governor at once forwarded his cheque,

with the kind remark that he had nearly

made a contribution of the kind, with such

great pleasure as he did to the Diocesan

Home. His Excellency expressed himself

after the prize-giving as much gratified

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on the subject would be ill-advised, and

that, should an unfavorable result be the

outcome of such an appeal, there might be

ill-feeling engendered in the Colony Office.

There is little doubt that the great body of

Radical and Gladstonian members of the

House could not be induced to look favorably

on any proposal to relieve our Colonies

of expenditure in order to place it on the

shoulders of the British taxpayer, whilst

Conservative members do not as a rule take

any interest in the Colonies, and

know so little about them, to care very

much what would be the result of an appeal

to Parliament. I think it better to once

inform you of

Intimations.

THE STOCK, SHARE & DEBENTURE INVESTMENT CO., LIMITED.

PROSPECTUS.

1.—This Company is formed for the purpose of trading generally in Stocks, Shares, and Debentures, of Dividend-paying Companies (and Dividend-paying Companies only) established or doing business in the Straits Settlements, Hongkong, China and Japan. Mining and Planting Companies, whether dividend-paying or not, are excluded from the scope of the Company's operations.

2.—The Capital of the Company is fixed at \$970,000, divided into 19,400 Ordinary shares of \$50 each, of which \$25 will be called up (\$5 on application, \$10 on allotment, and the remaining \$10 as may be required, but not until six months from date of allotment) and 200 shares, to be called Founder's shares, of \$100 each, to be fully paid up on application.

3.—Application for Founder's shares must be prepared to take up not less than 70 Ordinary shares for each Founder's share allotted them, or, at their option, to underwrite that number of Ordinary shares if they do not care to take them, etc.

4.—The Head Office of the Company will be in Hongkong, with branches or Agencies in other ports and places in the East as may be deemed most advantageous, and in London.

5.—The business of the Company will be conducted in the name of the Board of Directors, consisting of not less than three nor more than five, of whom one shall be Managing Director and Chairman, with a Secretary (Adam Lind) and a competent European staff.

6.—No fees shall be payable to the Directors, except the Managing Director, in any year until holders of Ordinary shares have received at least 8 per cent on the amount paid up on their shares.

7.—The first Directors are: H. W. Dick, Managing Director and Chairman.

G. S. Coxon.

E. H. Melbye.

8.—The office until the first annual meeting to be held in the year 1892.

9.—With a paid up Capital of \$500,000, a reserve liability of \$470,000, and a select body of shareholders, this Company may reasonably hope to be able to carry on operations to the extent of from three to five millions of dollars, obtaining from local Banks and financial institutions on facilities that no individual dealer or firm could command, and affording, in turn, to these institutions, guarantees and securities they could not well obtain elsewhere.

10.—Reasonable handsome dividends on the paid up capital may be secured by simply investing in, and holding, carefully selected local dividend-paying Stocks, purchased at the favourable moment. Trust Companies in England formed for the purpose of such investments have been almost uniformly successful. Had such a Company existed in Hongkong twenty years ago, the average return on investments made then would now be about 12 per cent on the money originally laid out, and the increase in value of the Stocks purchased would average about 140 per cent.

New Companies are likely to be formed here from time to time for a variety of purposes, and there is no reason to suppose that investments made in their shares in the early stages of their history as dividend-paying Companies, may not, in the course of years, show as valuable a return, and as vast increase in value as any known in the past. The Stocks and Shares of existing Companies afford also, on occasions, favourable opportunities for investment.

11.—It will form no portion of the business of this Company to buy or sell Stocks, Shares, and Debentures, or to invest in anything but the Stocks, Shares and Debentures of the enterprises indicated in paragraph 1.

12.—Profits, and considerable profits, may, it is believed, be made by the purchase and sale from day to day of local Stocks, Shares and Debentures of the descriptions indicated.

The value of Share property in Hongkong is very great, and the business of the facilities afforded by the Exchange, the purely speculative dealers are unable fairly to grapple with the situation and afford to the many holders adequate outlets. There are few or no permanent investors in the Colony, and there are therefore great and frequent fluctuations in values. The ever-changing nature of the population is constantly throwing shares and stocks upon the market, quite apart from the operations of speculative dealers, and thus very valuable opportunities are constantly being offered to buyers with capital at command.

The Company will, it is hoped, not merely secure reasonable profits for its shareholders, but will confer a benefit on the shareholding community generally by steadying the local markets and ensuring their against violent fluctuations.

13.—Considerable profits may also be anticipated from the employment of a portion of the Company's resources in "Cash and Time" dealings in shares, identified by numbers or otherwise, and deposited in the hands of the Company or with its Bankers. Those acquainted with this class of business in Hongkong and Shanghai are well aware of the heavy rates of interest paid in respect of such transactions, and will see what an opening exists for a business as safe as it is profitable.

14.—Between the Head Office in Hongkong and the London Branch or agency, useful business in the nature of "Arbitrage" now growing into importance, may be transacted.

15.—In one or all of the forms of business indicated in the preceding paragraphs, it is anticipated that handsome profits may be made, and by a judicious selection, it is believed that a safe as well as a profitable business may be carried on.

16.—There is no promotion money payable to anyone. All the preliminary expenses for floating and registering the Company are borne and paid by the Founder. No Founder's shares have been reserved by the Promoters or given away free from the obligation to take or underwrite 70 Ordinary shares.

17.—Subscriptions are, in the first instance, invited for 100 Founder's shares of \$100 each. Each applicant for a Founder's share must apply for or underwrite at least 76 Ordinary shares, and must undertake to bear his proportion of the preliminary ex-

Intimations.

ences, which cannot possibly exceed \$10, for each Founder's share.

18.—There are no negotiable contracts of any description entered into by the Company or by the Promoters, Directors or Trustees thereof, except the arrangements with reference to the subscription for the Founder's shares, which may be Contracts required to be set out under the provisions of "The Companies Ordinance, 1865-1886". Applicants for shares will be deemed to have waived all right, whether under the Ordinance or otherwise, to notice of the particulars and dates thereof and names of the parties thereto.

19.—Application for shares should be made on forms to be obtained from The Hongkong & Shanghai Banking Corporation, on application, \$10 on allotment, and the remaining \$10 as may be required, but not until six months from date of allotment) and 200 shares, to be called Founder's shares, of \$100 each, to be fully paid up on application.

20.—The \$10 paid in respect of each Founder's share allotted will be applied exclusively in payment of preliminary expenses, and the balance unexpended will be returned.

The Subscription for FOUNDER'S SHARES will CLOSE on the 10th JUNE PROXIMO, and Subscriptions for ORDINARY SHARES not taken up by the Founder's will then be admitted.

Hongkong, May 30, 1891.

1089

I took Cold, I took Sick, I took

SCOTT'S EMULSION

RESULT: I take My Meals, I take My Rest.

AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON.

SCOTT'S EMULSION OF PURE COD LIVER OIL, WITH HYPOPHOSPHITES OF LIME AND SODA, NOT ONLY CURED MY LUNG DISEASE, BUT GAVE ME A NEW FLESH ON MY BONES.

AT THE RATE OF A POUND A DAY, I AM JUST AS EASILY AS I DO NOW.

SCOTT'S EMULSION IS NOTHING NEW, BUT IT IS THE ONLY ONE WHICH IS BEING SOLD DAILY, THREE TIMES AS EFFICIENT AS ANY OTHER.

Sole Agents for China and Hongkong: MESSRS. A. S. WATSON & CO., LTD.

SALESMAN'S HOME.

NY Cart of Clothing, Boots, &c.

PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1891.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India Tuesday June 30th.

Empress of China Tuesday July 24th.

Empress of Japan Tuesday August 25th.

THE Steamship EMPRESS OF INDIA, Capt. P. MARSHALL, R.N., sailing at Noon on TUESDAY, the 30th June, with Her Majesty's Mail, will proceed to YANCOUVER, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

RATES OF PASSAGE.

From Hongkong, First Class.

To Vancouver, Victoria, Esquimaux, New Westminster, Port Town, Seattle, Tacoma, Portland, (O.), San Francisco.

To Banff, Calgary, Winnipeg, To Minneapolis, St. Paul, Duluth, Chicago, Kansas City, St. Louis, St. Joseph, Mo.

To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Ont.), Toronto, Niagara Falls.

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburg, Washington, Boston, Portland (Me) Halifax, St. John.

To Toronto and London \$325.00

To Toronto and London \$345.00

To Toronto and London \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

12 months at 25 per cent. off Return Fare (Time is reckoned from date of issue to date of re-embarkation at Vancouver).

Passengers to Pacific Coast Points and to Eastern and Interior Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$250 for 4 months \$275.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Passengers must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

DODWELL, CARELL & Co., Agents.

Hongkong, June 4, 1891.

1121

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOOGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 7th day of June, 1891, at 11 a.m., the Company's S.S. STUTTGART, Capt. v. SCHUCKMANN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has ample Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, May 11, 1891.

958

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship SUTLEY, Captain W. D. G. WORCESTER, R.N., with Her Majesty's Mail, will be despatched from this port for LONDON and BOMBAY and SUEZ CANAL, on THURSDAY, the 11th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo. General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. You will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 1, 1891.

1193

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 17th of June, 1891, at Noon, the Company's S.S. SAGHALLAN, Comm. Jan HOSSEY, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE OHAMPEAUX, Agent.

Hongkong, June 5, 1891.

1121

Mails.

INSURANCE.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents.

Hongkong, November 14, 1890.

1934

Mails.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887.

1349

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

China, Tuesday, June 11, City of Peking, Tuesday, July 7, City of Rio de Janeiro, Tuesday, July 30.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 11th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First Class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Town, Seattle, Tacoma, Portland, (O.), San Francisco.

To Liverpool and London \$325.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Initial Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same as required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office at San Francisco, addressed to the Collector or Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, June 1, 1891.

1017

Mails.

Ocidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgia, Wednesday, June 24, Oceania, Saturday, July 18, Gaelic, Tuesday, August 11.

THE Steamship BELGIA will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th June, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First Class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Town, Seattle, Tacoma, Portland, (O.), San Francisco.

To Liverpool and London \$325.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector or Customs, San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, June 1, 1891.

1083

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Polder's Wharf.

6. From Polder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.